

## Spatial Strategy Option G – Infrastructure-led development with a garden village area of search beyond the plan period

Spatial Option G: Distribution of planned housing growth to Tier 1 and 2 villages				
Settlement	% of planned growth on existing sites (including safeguarded land)	% of planned growth on new allocations	% of planned growth	What this level of growth reflects
Penkridge	4.4	6.2	10.6	<ul style="list-style-type: none"> <li>Penkridge is a Tier 1 village and is recognised as a location for growth in the GBHMA Strategic Growth Study</li> <li>the potential level of growth required to deliver the currently available land for a single comprehensive extension into the Open Countryside to the north of the village (approximately 550 dwellings), which could also contribute to necessary improvements to the village’s leisure centre and may offer a sufficiently large site area to explore the potential to provide new retail provision to the north of the village should further evidence support this.</li> </ul>
Bilbrook/ Codsall	11.4	6.4	17.8	<ul style="list-style-type: none"> <li>Codsall/Bilbrook are Tier 1 villages and are recognised as locations for growth in the GBHMA Strategic Growth Study</li> <li>in order to release the non-Green Belt safeguarded land, a new first school is required and there are also local infrastructure opportunities to improve car parking near to the village centre of Codsall.</li> <li>the amount of additional housing needed in the villages to deliver an additional 2 form-entry first school (approximately 560 dwellings on top of existing commitments and safeguarded land across Codsall/Bilbrook)</li> </ul>
Cheslyn Hay/Great Wyrley	4.3	0	4.3	<ul style="list-style-type: none"> <li>Cheslyn Hay/Great Wyrley are Tier 1 villages with significant safeguarded land opportunities, but there do not currently appear to be the same opportunities to address infrastructure needs through new development when compared to other Tier 1 villages</li> <li>larger strategic site options with significant on-site infrastructure offers exists on the northern edge of the Black Country and in the vicinity of ROF Featherstone, which may be more sustainable alternatives given the locations which drive unmet housing needs in the wider housing market area</li> </ul>

Wombourne	6.5	2.5	9.0	<ul style="list-style-type: none"> <li>• Wombourne is the largest Tier 2 village in the District, with significant available brownfield land opportunities adjacent to the village</li> <li>• The level of additional growth reflects a conservative estimate of the minimum potential for brownfield land within the Green Belt to be developed to the south-west of the village</li> </ul>
Brewood	1.6	0.5	2.1	<ul style="list-style-type: none"> <li>• Brewood is in the Green Belt and is one of the District's historic towns in the Historic Environment Character Assessment and a large proportion of the village is covered by a Conservation Area when compared to other larger Tier 2 settlements</li> <li>• historic constraints are balanced against the need to provide a level of growth which could assist in delivering the identified need in the Infrastructure Delivery Plan for a car park to serve the village centre</li> </ul>
Kinver	2.2	0.4	2.6	<ul style="list-style-type: none"> <li>• Kinver is in the Green Belt and is one of the District's historic towns in the Historic Environment Character Assessment and a large proportion of the village is covered by a Conservation Area when compared to other larger Tier 2 settlements</li> <li>• constraints are balanced against the need to provide a fixed proportion of small sites of less than 1ha each in the overall plan requirement, which growth in the village could assist with</li> </ul>
Perton	4.1	2.5	6.6	<ul style="list-style-type: none"> <li>• Perton is a large Tier 2 village with relatively large greenfield land options surrounding it, which are all constrained by Green Belt but are otherwise free from other environmental constraints</li> <li>• The opportunities for available sites in this area present to significantly increase the green infrastructure offer available on the edge of the village, through providing both housing and green infrastructure within a larger site area than is available on the edge of many other Tier 2 villages</li> <li>• The potential for additional growth to contribute to physical improvements to capacity at junctions along the Wrottesley park Road</li> </ul>
Huntington	0.6	0.4	1.0	<ul style="list-style-type: none"> <li>• Huntington is a relatively small Tier 2 settlement within the Green Belt adjacent to Cannock, and is tightly constrained by an AONB</li> <li>• constraints are balanced against the need to provide a fixed proportion of small sites of less than 1ha each in the overall plan requirement, which growth in the</li> </ul>

				village could assist with
<b>Spatial Option G: Distribution of planned housing growth to Tier 3 and 4 villages</b>				
Settlement	% of planned growth on existing sites (including safeguarded land)	% of planned growth on new allocations	% of planned growth	What this level of growth reflects
Coven	1.3	0	1.3	<ul style="list-style-type: none"> <li>Coven, Featherstone and Shareshill are Tier 3 settlements within the Green Belt and in close proximity to the northern edge of the urban conurbation, which is identified for significant urban extensions under Option G</li> <li>Essington sits within the Green Belt in close proximity to the northern edge of the urban conurbation, which is identified for significant urban extensions under Option G</li> <li>the existing commitments in the village are significant when compared to other villages</li> </ul>
Featherstone	1.1	0	1.1	
Shareshill	0	0	0	
Essington	2.7	0	2.7	
Wheaton Aston	0.7	0.4	1.1	
				<ul style="list-style-type: none"> <li>Wheaton Aston is a relatively small Tier 3 village, but is surrounded by Open Countryside land containing numerous smaller housing site suggestions</li> <li>the potential for this level of growth to provide multiple small sites towards the District's small sites requirement</li> </ul>
Pattingham	0.3	0.2	0.5	<ul style="list-style-type: none"> <li>Pattingham is a relatively small Tier 3 village and is surrounded by Green Belt land</li> <li>the potential for this level of growth to provide an additional small site towards the District's small sites requirement</li> </ul>
Swindon	0.4	0.2	0.6	<ul style="list-style-type: none"> <li>Swindon is a relatively small Tier 3 village and is surrounded by Green Belt land</li> <li>the potential for this level of growth to provide an additional small site towards the District's small sites requirement</li> </ul>
Tier 4 villages	0.1	0.8	0.9	<ul style="list-style-type: none"> <li>This level of growth allows for additional multiple small sites (less than 1ha) to be spread across some Tier 4 villages, where these might support local infrastructure</li> </ul>
<b>Spatial Option G: Growth delivered adjacent to neighbouring urban areas and in new settlements</b>				
Broad location	% of planned	% of planned	% of planned	What this level of growth reflects

	growth on existing sites	growth on new allocations	growth	
Area of search for employment-led growth at ROF Featherstone	0	13.5*	13.5*	<ul style="list-style-type: none"> <li>potential for larger-scale growth to deliver an access road to serve the ROF Featherstone employment site alongside the Council's aspiration for a Strategic Park and Ride along the A449</li> <li>opportunities to deliver the employment-led growth option identified around i54/ROF Featherstone in the GBHMA Strategic Growth Study</li> <li>the indicative level of growth likely to be delivered on one large strategic site within the plan period</li> </ul>
North of Black Country conurbation	0	13.5*	13.5*	<ul style="list-style-type: none"> <li>the availability of multiple potentially large (1,500+) urban extension sites in this location with greater potential to deliver strategic infrastructure on site</li> <li>the area's proximity to areas of the Black Country with unmet needs (i.e. Wolverhampton and Walsall)</li> <li>the indicative level of growth likely to be delivered on one large strategic site within the plan period</li> </ul>
Western edge of Black Country urban area	0	8.5	8.5	<ul style="list-style-type: none"> <li>the amount of growth necessary to facilitate additional educational infrastructure on the western edge of the Black Country</li> <li>additional the availability of multiple smaller urban extension options in this area</li> <li>the recommendation in the GBHMA strategic growth study that between 500-2,500 dwellings could be found adjacent to the western fringe of the Black Country through dispersed housing growth</li> <li>not all of the available Green Belt land for dispersed housing growth in this area is within South Staffordshire, with much of it lying within Wolverhampton and Dudley</li> </ul>
Western edge of Cannock	0	0	0.0	<ul style="list-style-type: none"> <li>whilst it is within the GBHMA, there is no unmet housing need arising from Cannock</li> <li>the area was not identified as a potential area for urban extensions or proportionate dispersal in the GBHMA Strategic Growth Study</li> </ul>
South of Stafford	0	2.1	2.1	<ul style="list-style-type: none"> <li>Stafford is not within the GBHMA and there is no identified unmet need for housing within Stafford Borough</li> <li>the GBHMA Strategic Growth Study examined the possibility for a large urban</li> </ul>

				<p>extension in this location and concluded there were more sustainable locations for such development (despite the site not being within the Green Belt)</p> <ul style="list-style-type: none"> <li>the area is beyond the Green Belt, so it is still important to consider a small level of growth that would not result in a unsustainable pattern of growth across the District as a whole</li> </ul>
New settlement area of search (A449/West Coast Mainline corridor)	0	0*	0*	<ul style="list-style-type: none"> <li>the provision of a new settlement to ensure housing needs can be met in the longer term beyond the plan period is a key aspiration of the Council</li> <li>an area of search for a new settlement along the A449 corridor was identified in the GBHMA Strategic Growth Study, indicating there is a broad location which may, in principle, be capable of accommodating new settlement proposals</li> <li>no growth from such settlements within the plan period is relied on under this option, reflecting the deliverability constraints identified in the GBHMA Strategic Growth Study, the ongoing uncertainty over the West Midlands Interchange proposal (which occupies the least harmful area of Green Belt within the area of search) and the current lack of proposals in this area which could demonstrate sufficient infrastructure delivery or public transport infrastructure provision to achieve a high degree of self-containment</li> <li>given the Council's aspirations and the significant upfront work required for such proposals, it is appropriate to identify this strategic aspiration now for subsequent reviews of the Local Plan</li> <li>the extent of existing commitments in the District's wider rural area</li> </ul>
Sites in other rural locations	2	0	2.3	<ul style="list-style-type: none"> <li>the extent of existing commitments in the District's wider rural area</li> </ul>

\*this option will also likely involve further growth beyond the plan period due to the likely delivery timescales for large scale sites